1886.

QUEENSLAND.

Legislative Council.

CLEVELAND BRANCH RAILWAY.

REPORT

FROM THE

SELECT COMMITTEE

ON THE PROPOSED

CLEVELAND BRANCH RAILWAY;

TOGETHER WITH THE

MINUTES OF EVIDENCE

AND THE

PROCEEDINGS OF THE COMMITTEE.

ORDERED BY THE LEGISLATIVE COUNCIL TO BE PRINTED,
24 *November*, 1886.

BRISBANE:
BY AUTHORITY: JAMES C. BEAL, GOVERNMENT PRINTER, WILLIAM STREET.

1886.

EXTRACTS FROM THE MINUTES OF PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

MINUTES, No. 36.—WEDNESDAY, 3 NOVEMBER, 1886.

10. MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The following Message from the Legislative Assembly was received and read, viz. :—

PROPOSED CLEVELAND BRANCH RAILWAY.—

"MR. PRESIDING CHAIRMAN,

"The Legislative Assembly having this day agreed to the following Resolution, viz. :—
"'That the House approves of the Plan, Section, and Book of Reference of the proposed Cleve-
"'land Branch Railway, commencing at Woolloongabba, on the South Brisbane Branch Railway,
"'and ending at Cleveland, in length 21 miles 48 chains 2 links, as laid upon the Table of the
"'House on Tuesday, the 26th ultimo,' beg now to transmit the said Plan, Section, and Book of
"Reference to the Legislative Council for their approval.

"WILLIAM H. GROOM,
"Speaker.

"Legislative Assembly Chamber,
"Brisbane, 3rd November, 1886."

MINUTES, No. 38.—TUESDAY, 16 NOVEMBER, 1886.

6. PROPOSED CLEVELAND BRANCH RAILWAY.—Mr. MACDONALD-PATERSON, pursuant to notice, moved,—

(1.) That the Plan, Section, and Book of Reference of the proposed Cleveland Branch Railway, commencing at Woolloongabba, on the South Brisbane Branch Railway, and ending at Cleveland, in length 21 miles 48 chains 2 links, as received by Message from the Legislative Assembly on the 3rd instant, be referred to a Select Committee, in pursuance of the 111th Standing Order.

(2.) That such Committee consist of the following Members, viz. :—Mr. Brentnall, Mr. Hart, Mr. MacPherson, Mr. Pettigrew, and the Mover.

Question put and passed.

MINUTES No. 43.—WEDNESDAY, 24 NOVEMBER, 1886.

9. PROPOSED CLEVELAND BRANCH RAILWAY.—REPORT FROM SELECT COMMITTEE.—Mr. MACDONALD-PATERSON brought up, and laid upon the Table of the House, a Report, together with the Minutes of Evidence and the Proceedings of the Committee appointed on the 16th instant to inquire into and report upon the proposed Cleveland Branch Railway.

Ordered to be printed.

1886.

QUEENSLAND.

Legislative Council.

CLEVELAND BRANCH RAILWAY.

REPORT.

THE SELECT COMMITTEE, appointed on the 16th instant, to whom were referred the "Plan, Section, and Book of Reference of the proposed Cleveland Branch "Railway, commencing at Woolloongabba, on the South Brisbane Branch "Railway, and ending at Cleveland, in length 21 miles 48 chains 2 links," have to report as follows:—

I. The evidence taken satisfies the Committee (1.) That the estimated cost of the proposed railway is reasonable; (2.) That there is a moderate area of agricultural land (a good portion of which is now under cultivation) on and within a short distance of the route; (3.) That the line when completed would immediately command a good passenger traffic, which would, doubtless, annually increase from the suburban settlement which the existence of a railway would promote; and (4.) That it would be wise policy to construct the railway.

II. They *recommend* that the Plan, Section, and Book of Reference be approved.

THOMAS MACDONALD-PATERSON,

Chairman.

Legislative Council,
Committee Room No. 1,
24 *November*, 1886.

PROCEEDINGS

PROCEEDINGS OF THE COMMITTEE.

MONDAY, 22 *NOVEMBER*, 1886.

PRESENT:

Hon. F. H. Hart
Hon. T. Macdonald-Paterson
Hon. F. T. Brentnall
Hon. W. Pettigrew

Motion (*Hon. W. Pettigrew*)—That The Honourable Thomas Macdonald-Paterson take the Chair.

Agreed to.

Plan, Section, and Book of Reference were on the Table.

The Committee deliberated.

Ordered—That the Chief Engineer and the officer who surveyed the line be examined to give evidence as to route and cost; that, to afford information as to settlement from Bulimba to Hemmant and thence to Wynum, Mr. A. Kelly, Clerk of the Bulimba Divisional Board, be summoned; and that Gilbert Burnett, Esquire, J.P., of Wellington Point, be summoned to give information in reference to the condition of the Wynnum-Cleveland settlement.

[Adjourned.]

TUESDAY, 23 *NOVEMBER*, 1886.

Meeting lapsed.

WEDNESDAY, 24 *NOVEMBER*, 1886.

PRESENT:

Hon. T. Macdonald-Paterson
Hon. F. H. Hart
Hon. W. Pettigrew
Hon. F. T. Brentnall
Hon. P. MacPherson.

The Honourable T. Macdonald-Paterson in the Chair.

Henry C. Stanley, Esquire, M.Inst.C.E., Chief Engineer of Railways, Southern and Central Division; Herbert William Lethem, Esquire, Railway Surveyor; Mr. Alexander Kelly, Clerk to the Bulimba Divisional Board; and Mr. Gilbert Burnett, saw-mill proprietor, Wellington Point, were called in and examined.

The Committee deliberated.

The Chairman said he should be prepared to present his Draft Report at the next meeting.

[Adjourned until a later hour This Day].

MEETING FOR REPORT.

PRESENT: The same.

The Chairman presented and read his Draft Report, which it was not practicable to have printed.

[Adjourned until a later hour, This Day.]

SUBSEQUENT MEETING.

PRESENT: The same.

The Chairman read the Report, paragraph by paragraph, putting the question at the end of each—That it do stand part of the Report.

On question put, the paragraphs were agreed to.

The Report was authenticated by the signature of the Chairman.

1886.

QUEENSLAND.

Legislative Council.

CLEVELAND BRANCH RAILWAY.

MINUTES OF EVIDENCE

TAKEN BEFORE THE

SELECT COMMITTEE

ON THE PROPOSED

CLEVELAND BRANCH RAILWAY.

WEDNESDAY, 24 *NOVEMBER*, 1886.

MEMBERS PRESENT:

HON. T. MACDONALD-PATERSON | HON. W. PETTIGREW
HON. F. H. HART | HON. F. T. BRENTNALL
HON. P. MACPHERSON.

THE HONOURABLE T. MACDONALD-PATERSON IN THE CHAIR.

HENRY C. STANLEY, Esquire, M. Inst. C.E., called in and examined.

1. *By the Chairman:* The subject matter before this Committee, Mr. Stanley, is the proposed branch railway to Cleveland. Will you kindly describe to the Committee the route and the general features of construction, as to bridges, grades, curves, and give any other information that you have, from a professional point of view? I think the best way to answer that question would be to read an extract from a report which I furnished to the Minister for Works in connection with the Parliamentary plans of the proposed branch railway. H. C. Stanley, Esquire, M.Inst.C.E. 19 Nov., 1886.

2. Very well. Will you do so, please? Yes:—

"Referring to my memo. of 26th instant, forwarding Parliamentary Plans, etc., of the Cleveland Branch, I have the honour to furnish a short description of the line for the information of the honourable the Secretary for Public Works.

"*Route.*—This line commences at a point near the new gaol, South Brisbane, on the proposed extension of the South Brisbane Branch to a central point in South Brisbane. Provision is made, as shown by dotted line on plan, for a connection with the existing South Brisbane Branch at Albert Siding."

I may mention, for the information of the Committee, that I understand, since the plans were submitted to Parliament, that a portion of the line from the proposed extension into Melbourne street and the crossing of the Ipswich road has been omitted; exception having been taken to the fact of this branch starting from a line not authorised by Parliament;—so this branch railway, as now submitted for approval, commences at a point on the South Brisbane Branch, at the end of the fork line which was provided on the plans with a view to accommodate possible coal traffic passing from the Cleveland line down to the coal wharves at South Brisbane:—

"The proposed Cleveland Branch first crosses, by a bridge, over the existing South Brisbane Branch Railway and over the Ipswich road; then running easterly for a short distance, it passes, by a bridge, over the Logan road, and runs north-easterly to a crossing of Norman's Creek about midway between the Logan Road Bridge and Stanley Bridge, and soon after it passes within half-a-mile of Coorparoo School.

"The line then rises rapidly to a watershed at the Bulimba Cemetery, and, passing behind the Bulimba Divisional Board's Office, crosses the new Cleveland road just beyond the point where the road to Lytton turns off.

"Its

H. C. Stanley, Esquire, M.Inst. C.E.

24 Nov., 1886.

"Its course is then north-easterly to a crossing of Bulimba Creek near Hemmant School, and after running parallel to the Lytton road for about a mile, it turns in an easterly direction towards Wynnum, passing within about two miles of Lytton. It is proposed eventually to construct a short branch line to the vicinity of the Battery, the cost of which would be very moderate, as it passes over extremely easy country.

"Near Wynnum the line is within about half-a-mile of the shores of Moreton Bay, and it keeps about the same distance from the sea as far as West Cleveland, where it passes behind the school, and, turning soon after to the eastward, runs along the shore of Raby Bay to the terminus, which is within ten chains of the Cleveland Post Office.

"*Works.*—The earthworks are generally light. The bridgework is of an inexpensive character with the exception of the bridges over the tidal creeks, viz. :—Norman's Creek, Bulimba Creek and Tingalpa Creek, where eight sixty-feet spans of steel girders will, in all, be required.

"*Material.*—There is no timber for sleepers and bridges in the neighbourhood of the line, but there is stone suitable for ballast at convenient intervals.

"*Country.*—The line passes for the first five miles through land of inferior quality, but very suitable for suburban residences. From Bulimba Creek to Cleveland the land is suitable for agriculture, and there are a great number of favourable sites for marine residences near the line. There is already a considerable amount of settlement, which is likely to be largely increased.

"At about eighteen miles the line passes close to Burnett's Saw Mill, which will no doubt be a source of traffic to the line.

"*Stations.*—Provision has been made for stations as follows :—

1m. 50chs.—Coorparoo Station.
2ms. 40chs.—Site for future platform.
3ms. 20chs.—Bulimba Station, near the Divisional Board's Office.
5ms. 20chs.—Station near new Cleveland Road to accommodate settlement about Tingalpa.
7ms. 60chs.—Hemmant Station.
10ms. 40chs.—Wynnum Station.
12 miles.—A station will have to be provided near this point for the settlement at Manly, but the position of it is not shown on the plan, as it is believed that the line can, with advantage, be slightly altered hereabouts.
16ms. 10chs.—A station at the point where the line crosses the road to Wellington Point. This will be available for local settlement, and will be the nearest point to Capalaba.
17ms. 50chs.—Wellington Point Station, for settlement at Wellington Point and about Burnett's Saw Mill.
19ms. 50chs.—West Cleveland Station, near the school of that name.
21ms. 40chs.—Cleveland Station.

"*Cost.*—The length of line to construct is 21 miles 48 chains 2 links, and the estimated cost is £105,083, or £4,865 per mile."

I may state that the cost is increased considerably by the provision necessary for crossing the numerous streets, to provide access across the line, on the first two miles leaving town. There are some heavy expensive works there. [*Indicating them on the plan.*]

3. What is the steepest grade on the line? 1 in 50; but in making the permanent survey I intend to reduce that to 1 in 60. I have looked over the section, and I find it can be done without increasing the cost to any material extent. There are not many grades as steep as that.

4. Then the Committee will understand that the ruling gradient will be 1 in 60? Yes. [*Looking over the plan and section.*] Here is 1 in 57. Very little change in that will enable us to make it 1 in 60. It was not advisable to make a fresh survey; but I have consulted with the surveyor of the line, and there will be no difficulty in making the necessary alterations as I suggest.

5. There are no sharp curves? I think the minimum curve is eight chains. About Bulimba there are some ridges; but thence a good deal of it is almost a surface line to and beyond Hemmant. [*Indicating the places on the plan and section.*] There will be no difficulty in making the 1 in 50 grades 1 in 60: a little more bank and a little more cutting in the next rise. Wynnum Station is about half-a-mile from the beach. Crossing the Tingalpa Creek requires the largest bridge we have on the line.

6. Is that expensive? Four spans of 60 feet; and flood openings on each side.

7. *By Mr. Pettigrew:* What height above the water? It will be six feet above the high water.

8. Spring tides? Yes; spring tides.

9. *By Mr. Hart:* Is there any timber traffic there? In punts. The cuttings are not long usually; so that a little more earth taken out and a little more bank will enable us to effect the improved grades. It is only where there is a long cutting that there is difficulty.

10. *By the Chairman:* What is the next point—there is a station? There are two road crossings leading to Wellington Point, and there will be two stations, as already mentioned. There is a good deal of settlement thereabout, and there will be the traffic from West Cleveland Station. The terminus is in a large reserve close to the Post Office, Cleveland.

11. Are you quite satisfied that the cost of the proposed railway will not exceed your estimate? I think not, Mr. Paterson. The estimates have been carefully prepared. I think it is possible we shall be able to improve the section when making the permanent survey, and so effect a saving. I do not anticipate the cost of the line will exceed the Parliamentary estimate.

12. Even with the alterations you have determined on by making the ruling gradient 1 in 60, instead of 1 in 50? That will affect only the earthworks, and the difference in that will not be much. I think by the improvement of the line we shall be able to counterbalance any extra cost in makingt he alteration of grade. The advantages of the improved line will more than counterbalance any extra expense. But, as I said, I do not anticipate much extra expense.

HERBERT WILLIAM LETHEM, Esquire, called in and examined.

H.W.Lethem, Esquire.

24 Nov., 1886.

13. *By the Chairman:* Did you effect the trial and permanent surveys of the Cleveland Branch Railway? Nearly all of the trial survey, except the deviation near Wynnum.

14. We are speaking of the line now before the Committee? Yes, as shown by the Parliamentary Survey.

15. Do you mean you went the whole distance from its point of departure in South Brisbane to Wynnum? I went as far as Hemmant.

16. How much ——? Just eight miles.

17. You know nothing of the country beyond that? Oh, yes; I know all the country; I have surveyed alternative lines, I have been all over the country.

18. Have

H.W.Lethem, Esquire.

24 Nov., 1886.

18. Have you been over this line, from Hemmant to Cleveland? Yes.
19. What is the character of the country as to giving facilities for railway construction? It is comparatively easy. There are a few watersheds to cross that will require grading; but the earthworks will not be heavy.
20. Is there any swampy country to pass over? Between Hemmant and Wynnum there is; but it is so near the river that it is very easily drained. It will not affect the line.
21. Will that be crossed by earthworks or bridges? Mostly by earthworks. Of course there will be a few openings to let the water away.
22. Is the bridging of any great extent over the whole section? Only three creeks: Norman's Creek, Tingalpa Creek, and Bulimba Creek;—only those three will require iron bridges.
23. Are they serious, as to cost? Oh! no.
24. I understand you to say, the grades all through the line are fairly easy? Yes.
25. Did you notice in the whole route, from the point of departure in South Brisbane to Cleveland, if any part of the line will be subject to inundation? No.
26. Is it a high level line? All through it is above flood level.
27. *By Mr. Brentnall:* Was the survey made during dry weather, Mr. Lethem? Yes.
28. Did you make the survey from the new Cleveland road to Hemmant? Yes.
29. Did the character of the country near the creek, in the pocket through which the survey passes, suggest to you the liability to flood? No. On account of its being so near the tidal waters, near the sea, though it is low ground, flood water will not rise.
30. *By the Chairman:* At 5 miles 20 chains, a station is shown on a curve, which is understood always to be objectionable. Why cannot you get that out? That will be very likely cut out in the permanent survey. There is a watershed [*indicating it on the plan and section*] and a steep gully; we must change the direction to get round the side of that gully, because the land falls away very seriously.
31. You think the curve will be straightened in the permanent survey of the line? That particular station will most likely be put on the straight.
32. You observe that at 17 miles 30 chains a creek or swamp is crossed? A swamp.
33. The line going towards that point, from Brisbane to Cleveland, bears to the left, and after crossing the swamp bears away again in the direction of the line before approaching the swamp. Is there not some special reason for this sinuous course? To reduce the earthwork.
34. The route taken on the map shows that is longer than the line would be straight? Yes.
35. Are the Committee to understand that the extra cost of the earthwork will not be compensated for by the saving of the extra distance involved by going higher up the swamp? Of course, I cannot give a decided answer to that. That would have to be calculated: the line would have to be run across straight, and the quantities would have to be taken out of both lines and compared. Looking at the line as it is, I should say it would be a saving to go round by the curve rather than to go straight.
36. Speaking professionally, is it not held, as a rule, that it is always objectionable to enter a bridge on a curve and to leave it on a curve? It is very seldom you can avoid that. It is a very common thing for a bridge to be on the curve.
37. Is it not practicable to keep straight from 16 miles 30 chains to get on to that bridge? I do not think so. The ground to the right is a great deal higher than on the other side—to 17 miles.
38. You have to keep down, to bear to the left, in order to get a grade? Yes. Of course, something may be altered on the permanent survey. Details like that are often altered.
39. *By Mr. Pettigrew:* Do you know anything of coal being on this railway line or in the neighbourhood? Not on the Brisbane side of Cleveland; but about Mount Cotton and Redland Bay, I have heard that there is coal.
40. What extent of agricultural land will be served by this railway—land near to it? From Tingalpa Creek to Cleveland, and between the line and the coast, it is all fit for agriculture; most of it is red soil.
41. What produce comes from there just now? Principally fruit. Bananas are grown.

Mr. Alexander Kelly called in and examined.

Mr. A. Kelly.

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42. *By Mr. Brentnall:* What is your occupation? Clerk to the Bulimba Divisional Board.
43. Do you know the route of the proposed railway to Cleveland? Yes; I have been over the survey.
44. Do you know which is the survey now before Parliament? Yes.
45. From Stanley Bridge Estate, say, do you suppose the railway is likely to induce the settlement of suburban population for a mile or two beyond that? Yes.
46. Are there good building sites? Good building sites on that line, on both sides of it.
47. You know the direction, then, by which the proposed line would reach Hemmant? Yes.
48. Is there any agricultural land along that proposed route? None, except a small portion, on this side of the creek; until the line crosses the creek.
49. It crosses the creek in a pocket? Yes.
50. Is that good land? A salt marsh.
51. Is that pocket liable to flood? Yes; high tides come over it.
52. Invariably? Almost all spring tides come over it.
53. Is there much settlement at Hemmant? Not so much as there has been. There are about twenty-five residents in Hemmant.
54. You mean twenty-five families ——? Twenty-five families. Twenty-five houses occupied.
55. What are they chiefly engaged in? Farming.
56. What do they grow? Sweet potatoes, hay, and maize.
57. Is there no sugar grown there now? Yes. There is a sugar-mill; but there is no manufacture going on. It has been worked this season for four weeks.
58. What sort of country would the line pass through after leaving Hemmant by way of Wynnum? It is all high and dry land after leaving Hemmant;—about a mile beyond Hemmant township the line gets into high and dry land.
59. And there is no marshy country in that direction which would necessitate bridgework and viaducts? Between Hemmant and the 5-mile peg, there is, this way.
60. But I am speaking of the other side ——? None;—not a mile beyond Hemmant.

61. Is

Mr. A. Kelly. 24 Nov., 1886.

61. Is the country of the same character after you leave Wynnum up to Manly Beach? All that is high and dry after you leave Wynnum.
62. What is the nature of the soil there? Sandy soil.
63. What is the nature of the beach? Muddy.
64. Do you think that if the line is carried round in that direction it will induce a settlement on the coast? I believe so. There are good building sites. The beach is no good.
65. Good building sites, commanding a view of the Bay? Yes.
66. Is there any land after you leave the agricultural land at Hemmant until you reach Tingalpa Creek fit for agriculture? No.
67. None of it occupied for that purpose? No.
68. The only chance of passenger traffic, then, down to that point would be from inducements that would be offered by the seaside for Brisbane people to live there? Yes; that is all.
69. Do you know the country beyond Tingalpa Creek? I know it, but not sufficiently.

Mr. GILBERT BURNETT called in and examined.

Mr. Gilbert Burnett. 24 Nov., 1886.

70. *By the Chairman:* What are you, Mr. Burnett? I am a mill proprietor.
71. You reside near Cleveland? I reside at Wellington Point, near Cleveland.
72. Have you been long in that district? About ten or twelve years in that immediate district; but I have been twenty years in the district between that and Tingalpa.
73. You know the proposed route of the railway which the Committee are now considering? Yes, I do.
74. All the way from South Brisbane to Cleveland? I know every bit of it, the whole way.
75. Is there any extent, much or little, of agricultural land in the vicinity of the route? More particularly the best part of the land commences at Bulimba Creek—from Bulimba Creek towards Cleveland it is all fair to best agricultural land.
76. Is there any quantity of it settled? It commences from the coast and ranges over about three miles, I should say; from the coast inwards.
77. Does the proposed line pass through it or on the margin of it? Through the centre of it.
78. Is any of it under cultivation, now? Yes; at Hemmant, a considerable quantity is. But I have not been there lately.
79. Within the last twelve months? Yes; I have passed through it within the last twelve months. Then, as you go further on, towards Cleveland, you get to the other side of Tingalpa Creek, and then there is a considerable area under cultivation—with bananas and other fruit trees, large orange groves, till you come right into Cleveland.
80. Is maize grown in the district at all? A little, not largely—bananas principally.
81. Potatoes? Yes; potatoes.
82. Are they grown largely? Yes.
83. What proportion of all the good agricultural land is under cultivation? I am only speaking now of land fit for agriculture;—I think I must confine myself to the other side of Tingalpa Creek, with which I am most conversant.
84. Do you think half the land is under cultivation; that is fit for agriculture, or one-tenth portion of it? From Bulimba Creek I do not know so well; though I lived there some twenty years ago, for a short time;—but I know from Tingalpa Creek onwards towards Cleveland best; and in answer to the question you ask me, I should say, from Tingalpa Creek to Cleveland, at the present time, out of the whole agricultural land in that district I do not think more than one-fourth is actually under cultivation. I think there are hundreds of acres very valuable.
85. Would the proposed railway, in your opinion, tend to increase the area of land under cultivation? Undoubtedly it would.
86. Is there much passenger traffic at present between Brisbane and Cleveland and Wellington Point? By the coach. At present the proprietors have occasionally to put on two coaches, as necessity requires. One is the usual number; one a day up and down. But the proprietors are often obliged to put a second coach on the road.
87. *By Mr. Brentnall:* What is the soil, Mr. Burnett, in the district to which you have been referring—between Tingalpa Creek and Cleveland? Almost the whole soil in the neighbourhood of the proposed railway, from Tingalpa to Cleveland is chocolate; what is called chocolate soil, or chocolate loam;—not the entire distance, but nearly all of it. The border, just at Tingalpa Creek, is a sandy loam. I can give you the number of the portion where it commences.
88. The line of this survey, after it leaves Tingalpa Creek, passes through a chocolate soil country? Yes; a very large area, right into Cleveland.
89. Does that kind of soil extend only three miles back from the coast? I do not think it goes further than that.
90. Supposing that this line be constructed, do you think it would induce much settlement in your immediate district, Wellington Point? It most certainly would.
91. What kind of settlement? There would be settlement in this way:—The land which is now uncultivated would, no doubt, be brought into cultivation; as, in the hope of this railway, people have already started, and have large orchards prepared and planted, which will be yielding fruit in twelve months. Besides that, there is no question that seaside resorts along the line would be availed of: it is all seaside sites along there.
92. Are there many good sites for building seaside residences? An unlimited number, I should say, the whole distance along from Tingalpa Creek to Cleveland.
93. Can you give us an approximate idea of the extent of the present population at Wellington Point? Do you mean adult; or, every man, woman, and child?
94. Roughly, the whole population? I can only say, roughly, at Wellington Point;—between Tingalpa Creek and Hilliard's Creek I should say there are upwards of a hundred.
95. Is there much passenger traffic by coach between Wellington Point and Brisbane? As I have said, there is a considerable amount of traffic———
96. Before, you spoke of Cleveland; I am not speaking of Cleveland; I am speaking of Wellington Point traffic? It is rather difficult to give anything like the approximate number; but our present coach

is

Mr. G. Burnett.
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is often unable to take all the passengers from the Junction, between Wellington Point road and the Cleveland road. You see when the coach comes for the mail-box, it is often full of Cleveland passengers; and it has had to leave the Wellington Point passengers. To my own knowledge that has occurred several times during the last six weeks.

97. Your sawmill is situated at Wellington Point? Yes; it is.

98. If this railway were constructed, do you think there would be any traffic in timber between your mill and Brisbane? Yes; undoubtedly; as I have to come now with horse drays to Coorparoo and Wynnum.

99. Along the road? Yes. I have had to deliver timber within two years past as far as Bulimba by horse drays.

100. Is there any prospect of any agricultural produce being carried by the railway between Cleveland and Wellington Point and Brisbane? Yes; I should say there is a very good prospect of this being so.

101. Can you say what population there is between Wellington Point and Cleveland, including Cleveland? Well, I should say there would be somewhere about two hundred people between Wellington Point and Cleveland—that is the terminus—including the township of Cleveland.

102. And you think that all round the coast, from Wynnum to Cleveland, there is a probability of population settling down in what we may call marine residences? Yes. I have been over that portion of it very recently. Now the country is opened up there are grand sites to be seen. I have reason to believe that these will be built upon as soon as facilities are given for people to get to and from there.

103. *By Mr. Pettigrew*: Two hundred people in Cleveland, and with it Wellington Point. Is that the whole number? Roughly speaking, I believe so; and going as often as I do to Cleveland, I believe that is the population of Cleveland and between that and Wellington Point.

104. *By Mr. Brentnall*: You have told us there are orange groves planted there. Are they extensively planted? Yes. There is one orchard not entirely oranges, within half a mile of my house, whose extent is between thirty and forty acres; it is planted with oranges, bananas, breadfruit, custard apples, and all other kinds of fruit.

105. At the present time there are a great many acres under bananas? A great many under cultivation, and a great many being planted.

106. A good deal of traffic already in that produce from Wellington Point comes to Brisbane? Yes; the farmers bring fruit in their own carts, enormous quantities daily, from Wellington Point.

Price 6d.]

By Authority: James C. Beal, Government Printer, William street, Brisbane.